

**Our reference:** COM574434464

**Application number:** 2023/2889

**Application address:** Land Off Anyards Road and Copse Road Cobham Surrey KT11 2LH

**Name:** Mr Davies

**Address:** 23 Leigh Road, Cobham, Surrey, KT11 2LF

**Comment type:** You object to the planning application

**Date of comment:** 04 Jan 2024

**Comment:** Planning – Parking/Traffic/Safety concerns

Referencing the 'existing' plan (DWG No. 1409/Pln/100 Rev A) and site plan (1409/Pin/101 rev A) in the application document bundle, the restricted width of the majority of the roads surrounding site can clearly be seen. Unfortunately, the drawings only partially image the Copse Rd/Anyards Rd junction, which is particularly narrow and awkward. Parking on both sides of these roads, and Anyards Rd becoming one-way at this point, create several places where only single alternate traffic is feasible. Compounding this, through-traffic is obliged to make a virtually blind turn of 90° at the junction from either direction. On most mornings there are jams and queues, even at present. Congestion is at its worst just where one of the two proposed site access roads would emerge, making matters a lot worse if approved. For a cyclist, and there are now many more using this route, an already often alarmingly dangerous section would be rendered significantly more unsafe. The proposed development would substantially increase the inconvenience and danger to all road users.

Given that roads on the four sides of the site are already often subject to congestion, and that traffic emerging from the site via the second exit onto the one-way end of Anyards Rd. would be obliged to turn left, all intended access to the main Portsmouth Rd would have to circumnavigate the block (almost completely in the case of accessing the A3). It is hard to see how there would not be frequent examples of illegal right turns by emerging traffic, to traverse the few meters to directly join the main Portsmouth Rd. This would create a head-on conflict with eastbound traffic turning legally into Anyards Rd. – dangerous offences would be inevitable, particularly in cases of emergency or time pressure.

Westbound traffic turning left onto Anyards Rd. often does so at excessive speed, perhaps because it is a one-way street, so they would immediately encounter traffic emerging from the site with little warning, on what is essentially a blind corner.

Parking – in surrounding roads parking is already saturated, particularly in working hours. This is aggravated by past increases in parking restrictions towards the town centre having the effect of displacing the cars of workers around the town towards our residential roads for all-day parking. Increased provision of dropped-kerb access to properties in recent years has further reduced the likelihood of finding a parking spot, and visitors and residents already often struggle to find on-street parking. The proposal not only removes 44 garages, but requires many more parking spaces than offered. Elmbridge is already aware that 46% of households have more than two vehicles - this type of development will not be less than that.

This will lead to even further parking pressure on the already tight situation in surrounding streets,

with inevitable worsening of congestion and reduction of safety. There is no capacity for the increased traffic and additional parking requirements this development would cause.

#### Summary of further points

Services are already under strain in this area. Water pressure is low in local properties. GP appointments are already extremely difficult to secure, and this development can only make things worse.

Replacing one dwelling with 26 will greatly increase the noise and disturbance from the currently bearable level, both in the long building phase and subsequently.

The site is known to be contaminated (lead, PHAs, and asbestos), which can only increase the already significant health risk and nuisance of the prolonged construction phase in such a residential area.

Even before occupation, construction traffic will greatly exacerbate the current structural traffic issues - before considering the problems previously detailed. Traffic pollution from slow and stationary vehicles, in close proximity to many homes, can only be increased both in duration and intensity.

Flood risk will be increased by the reduction of mature trees and of open ground to about a third of existing, adding to the amount of surface water and flooding.

The high-density of the proposal, with a maximum of dwellings with very small gardens (if any) packed into a restricted space is out of character. If approved, it would create a block of development and existing dwellings denser than anywhere else in the local area. The character of this part of old 'Street Cobham' would be destroyed forever.

Reference to Elmbridge Local Plan – Elmbridge 2037 – proposed does not respect principles 1, 2, and 5 with regard objections specified above.

All the objections are significant and genuine - but the issues of traffic congestion, environmental pollution, and above all safety surely fatally flaw this proposal. The plans show it clearly enough, but perhaps it would take a visit during rush-hours to appreciate how catastrophic this proposal would be to the area and visitors if approved.